

Intimations.

In the Goods of CAPTAIN LAWRENCE
YOUNG, Deceased.

ALL Persons having any CLAIMS against the above Estate are requested to send in Particulars of the same to the Undersigned on or before the 22nd day of April, 1876.

And all Persons being Indebted to the said Estate are requested to Pay to the Undersigned their several Debts without delay.

STEPHENS & HOLMES,
Solicitors for the Executors.

2, Onb Chambers,
Hongkong, February 22, 1876. ap22

To-day's Advertisements.

FOR SAN FRANCISCO.

The Steamship
"LORD OF THE ISLES,"
Capt. COWIE, will be despatched
as above on or about the
6th Proximo.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, March 30, 1876. ap6

STEAM TO YOKOHAMA.

(Taking Cargo at through rates to
HIOGO & NAGASAKI.)

The P. & O. S. N. Co.'s S. S.
"MAZARIN,"
will leave for the above place
shortly after the arrival of
the *Gwalior* with the next English Mail.

A. McIVER,
Superintendent.
Hongkong, March 30, 1876.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S.
"GUALIOR,"

will leave for the above place
about 24 hours after her arri-
val with the next English Mail.

A. McIVER,
Superintendent.
Hongkong, March 30, 1876.



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;

Also,
Bombay, Madras, Calcutta and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"GDELONG," Captain C. FRASER, with
Her Majesty's Mail, Passengers, Goods,
and Cargo, will leave this for the above places
on THURSDAY, the 13th April, at
Noon.

CARGO will be received on board until
Noon; SPORE and PARCELS at the
Office until 2 p.m. on the 13th Idem.

For particulars regarding Freight and
Passage, apply at the P. & O. S. N. Co.'s
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES

ARE REQUIRED.

A written declaration of the Contents and
Value of the Packages for the Overland Route
is required by the Egyptian Government, and
must be delivered by the Shippers to the Com-
pany's Agents with the Bills of Lading, or
with Parcels; and the Company do not hold
themselves responsible for any detention or
prejudice which may happen from incorrect-
ness on such declaration.

Shippers are particularly requested to note
the terms and conditions of the Company's
Black Bills of Lading.

THE P. & O. S. N. Co. reserve the
option of forwarding all Goods ship-
ped by their Steamers for Europe through
Egypt, either by Rail, or by Canal in their
own Steamers, or in vessels employed for
the purpose.

P. & O. S. N. Co.'s Office,
Hongkong, March 30, 1876. ap6

COMPAGNIE DES MESSEAGERIES

MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUZ, ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;

Also,
PONDICHERY, MADRAS AND
CALCUTTA.

ON THURSDAY, the 6th April,
1876, at Noon, the Company's S. S.
"HOOGLY," Commandant MORTENSTAD, with
MAILS, PASSENGERS, SPORE, and
CARGO, will leave this for the above
places.

Cargo and Spore will be registered for
London as well as for Marseilles, and re-
sented in transit through Marseilles for
the principal places of Europe.

Shipping orders will be granted till noon,
Cargo will be received on board until
3 p.m., Spore and Parcels until 3 p.m.
on the 6th April, 1876. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Acting Agent.
Hongkong, March 30, 1876. ap6

AN INDIAN BUTLER or STEWARD,
a native of Penang, is desirous of an
Engagement, either ashore or afloat. Has
ample references. Apply to this Office,
Hongkong, March 30, 1876.

To-day's Advertisements.

FOR SALE.

THE Undermentioned valuable LAND
and BUILDINGS on Inland Lot
No. 7, situated at 46 and 48, Queen's
Road, the Property of the late Mr G. E.
FALCONER.—

THE TWO BLOCKS OF BUILDINGS
occupying the finest position, are of the
most commodious description, with TERRA-
ce and ample Gardens; the Ground
is known to be the most handsome and sub-
stantially built Premises in the Colony,
and are all in perfect condition and good
order, &c.

Applications for Purchase, or further
information, to be made to
JOHN NOBLE,
48, Queen's Road,
Hongkong, March 30, 1876. ap30

NOTICE.

GEORGE BARTY FALCONER,
Deceased.

PURSUANT to the Statute 22 and 23
Act Victoria, Chapter 35, entitled "An
Act to further amend the Law of Property
and to relieve Trustees," Notice is hereby
Given, that all CREDITORS and other
persons having any CLAIMS or DE-
MANDS upon or against the Estate of
GEORGE BARTY FALCONER, late of Hong-
kong, China, deceased, Sole Partner in the
firm of GEORGE FALCONER & Co., of Hong-
kong aforesaid, Jewellers and Opticians,
who died on the 6th day of May, 1876, in-
testate, and of whose Estate and Effects,
Letters of Administration were granted by
the Principal Registry of Her Majesty's
Court of Probate in the month of June,
1876, to ISABELLA BROTHERTON, of Hong-
kong, in the County of Kent, (Scotland),
are hereby required to send in the par-
ticulars in writing of such Claims or
Demands to Mr. JOHN THOMSON, Ad-
vocates, 75, Union Street, Aberdeen, on or
before the 30th day of April, 1876, at the
expiration of which time the said Admini-
stratrix will proceed to distribute the As-
sets of the said deceased amongst the parties
entitled thereto, having regard only to the
Debts, Claims, and Demands of which she
shall then have had Notice; and that she
will not be liable for the Assets or any part
thereof to any person whose Claim she
shall not then have had notice.

Dated this 25th day of January, 1876.
ADAM THOMSON and ROSS,
Advocates, 75, Union Street, Aberdeen,
Agents for the said Administratrix.
Witness—William Masson. ap6

NOTICE TO CREDITORS.

NOTICE is hereby given, that all CRE-
DITORS and other Persons having
any CLAIMS or DEMANDS upon or
against the Estate of JOHN WOTTER-
SPON, late of Bangkok, in the Kingdom
of Siam, who died on the 6th day of July,
1871, and whose Will was duly proved in
the Probate Jurisdiction of the Supreme
Court of Hongkong by WILLIAM HENRY
BREBETON, of 29, Queen's Road, Hong-
kong, Solicitor, to whom Letters of Admini-
stration with the Will annexed were duly
granted by the said Court on the 10th day
of March, 1876, are hereby required to
SEND in writing the PARTICULARS of
their Claims or Demands to the said WILLIAM
HENRY BREBETON, on or before the
1st day of July next; and notice is hereby
also given, that at the expiration of the last
mentioned day the said WILLIAM HENRY
BREBETON will proceed to distribute the
Assets of the said JOHN WOTTERSPON
amongst the parties entitled thereto, having
regard to the Claims of which he has then
had notice; and that the said WILLIAM
HENRY BREBETON will not be liable for the
Assets or any part thereof so distributed to
any person whose Claims he has not
had notice at the time of the distribution.
Dated this 29th day of March, 1876.
W. H. BREBETON,
29, Queen's Road, Hongkong,
Solicitor.
myll

TO RENT CHEAP.

OFFICES and Godown, No. 59, Praya,
lately occupied by Messrs TAYLOR &
THOMPSON. Also OFFICE and Godown
situated in the rear of the Messageries
Maritimes Office.

Apply to
LAI HING & Co.
Hongkong, March 30, 1876.

SHIPPING.

ARRIVALS.

March 29, *Cassandra*, German steamer,
847, H. Langar, Bangkok Mar. 23, Rice.—
JARDINE, MATHESON & Co.
March 30, *Douglas*, British steamer, 864,
Burnie, Foochow Mar. 26, Amoy 28, and
Swatow 29, General.—D. LAPRAIK & Co.
March 30, *Bontio*, German barque, 624,
J. F. Wassenberg, Bangkok Feb. 20, Rice
and Teakwood.—STEWART & Co.
March 30, *Wealthy Pendleton*, American
barque, 800, W. L. Blanchard, Rajang
(Borneo) Mar. 17, Timber.—CAPTAIN
March 30, *Shalimar*, Brit. steamer, 1896,
W. Cotter, Yokohama Mar. 12, 100 tons
Rice.—RUSSELL & Co.
March 30, *Normanby*, Brit. steamer, 664,
J. A. Reddell, Singapore Mar. 23, General.
—GIBB, LIVINGSTON & Co.

DEPARTURES.

Mar. 30, Amoy, for Shanghai.
30, Tcheran, for Singapore, &c.
30, *Edmond Greuter*, for Takao.
30, Hankow, for Saigon.
30, Altona, for Bangkok.

CLEARED.

Hermann, for Manila.
Wm. Phillips, for Bangkok.
Cyphrenes, for Taiwanfoo.

PASSENGERS.

ARRIVED.—Per *Cassandra*, Mr Stannitt,
H. E. Count Joseph Zi hay, and Count
Auguste Zichay, and 19 Chinese.
For *Normanby*, Mr Burchett, 1 European
steering and 17 Chinese.
For *Douglas*, Mrs Stewart and family,
Messrs Angus, Emory, and Buchelster, 18
European deck and 110 Chinese.
DEPARTED.—Per Amoy, for Shanghai,
Colonel Wilkinson.

SHIPPING REPORTS.

The British steamer *Douglas* reports:
experienced N.E. winds and thick rainy
weather until arrival in Swatow, thence to
port variable winds and thick cloudy weath-
er with rain. In Foochow, H.L.C.M.S.
Pot hoc. In Amoy, U.S.S. *Yankee*. In
Swatow, H.M.S. *Lapwing*, str. *Footchou*,
Singapore and Cheong Hock Shen.

SHIPPING REPORTS.

The German steamer *Cassandra* reports:
fine weather and light S.E. winds to Para-
cells, thence to port moderate fresh and
strong winds and heavy swell from N.E.
The German barque *Bontio* reports: light
E. winds and fine weather throughout.
The American barque *Wealthy Pendleton*
reports: light winds mostly from the S.E.
with fine weather until nearing Hongkong,
when had thick weather and fresh breeze.
The British steamer *Shalimar* reports:
first part of passage experienced strong S.
gales, middle and latter parts strong vari-
able winds and thick rainy weather.
The British steamer *Normanby* reports:
left S. Bay 6 p.m. Feb. 26, and arrived at
Brisbane on the 28th at 2.40 a.m. At 1.30
p.m. on March 2nd, having received mails
and passengers, proceeded to sea and arrived
at Koppell Bay at 0.35 a.m. 4th inst. Left
again at 1.15 a.m. and stopped off Bowen
at 5.25 a.m. 6th inst. and left at 5.42 p.m.,
arrived at Townsville 3.35 p.m. same day
and left at 4.30 p.m. From thence had
light S.E. winds and thick rainy weather
as far as Somerset. Arrived at Cooktown
3.50 p.m. 6th inst. and left at 8 p.m. same
day. Experienced constant heavy rains.
Arrived at Somerset 5.30 p.m. 8th inst.
and left again at 7 a.m. 9th inst. Passed
Booby Island at 11.25 a.m. and experienced
fresh W.N.W. winds and heavy head sea
across the Arafura, Java Seas, etc., and
arrived at Singapore at 8.45 p.m. 21st inst.
Left at 5.55 p.m. on the 23rd and had light
N.E. winds and fine weather as far as the
Paracels, thence to Hongkong moderate E.
winds and heavy N.E. swell, with thick
rainy weather. Hove to off Ladrone Islands
until daylight and arrived at Hongkong at
0.30 p.m. on 30th. On March 6th passed
Cape's str. Bowen bound South, on the 7th
passed steamer *Namoa* and *City of Easter*
about 20 hours sail from Cooktown. On
the 18th spoke Cape's str. Somerset off Cape
Jacki (Timor Island).

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For TAIWAN.
For CYPRUS, at 11.30 a.m. on
Friday, the 31st Inst.

For BANGKOK.
For RAJANATHIANUHAN, at 8.30
p.m. on Friday, the 31st Inst.,
instead of as previously notified.

For COOKTOWN, TOWNSVILLE, AND
SYDNEY.
For CHEYOT, at 8.30 p.m. on Friday,
the 31st Inst.

Mails will also be made up for all parts
of East Australia and Tasmania.
Private ship rates.

For BANGKOK.
For JALLES, at 8.30 p.m. To-morrow,
the 31st Inst., instead of as pre-
viously notified.

For SWATOW, AMOY & FOOCHOW.
For DOUGLAS, at 5 p.m. on Saturday,
the 1st April.

For MANILA.
For EMERALDA, at 11.30 a.m. on
Monday, the 3rd April.

For SAN FRANCISCO.
For Ship LATHLEY RICH, at 11 a.m.,
Tuesday, the 4th April.

For YOKOHAMA & SAN FRANCISCO.
For QUANGSE, at 1.30 p.m. on Wednes-
day, the 12th April.

For HONOLULU.—The Bark COLOMBO,
Postponed till further notice.

MAILS BY THE UNITED STATES PACKET.
The United States Mail Packet *BELGIO*,
will be despatched on SATURDAY,
the 1st April, with Mails for Japan,
San Francisco, and the United States,
which will be closed as follows:—

2 P.M. Registry of Letters ceases.
2.30 P.M. Post Office closes.

General Post Office,
Hongkong, March 29, 1876. ap1

MAILS BY THE FRENCH PACKET.—
The French Contract Packet *HOOGLY*,
will be despatched on THURSDAY,
the 6th April, with Mails to and
through the United Kingdom via
Marseilles to Europe, Saigon, Singa-
pore, Galle, Madras, Calcutta,
Bombay, Aden, Suez, and Alexan-
dria.

The following will be the hours of closing
the Mails, &c.:—

Wednesday, 6th April.
5 P.M. Money Order Office closes. Post
Office closes except the Night Box,
which remains open all night.

Thursday, 6th April.
7 A.M. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.
10 A.M. Registry of Letters ceases.
11 A.M. Post Office closes except for Late
Letters.

11.10 A.M. Letters (but Letters only)
addressed to the United Kingdom or
to Singapore may be posted on
payment of a Late Fee of 18 cents
extra postage, until
11.30 A.M., when the Post Office Closes
entirely.

ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, March 29, 1876. ap6

MAILS BY THE ENGLISH PACKET.—
The English Contract Packet *GDELONG*,
will be despatched with the Mails for
Europe, &c., on THURSDAY, the
13th April.

The following will be the hours of closing
the Mails, &c.:—

Wednesday, 12th April.
5 P.M. Money Order Office closes.
6 P.M. Post Office closes except the Night
Box, which remains open all night.

Thursday, 13th April.
7 A.M. Post Office opens for sale of
Stamps, Registry of Letters, and
Posting of all correspondence.
10 A.M. Post Office closes except for Late
Letters. Registry of Letters ceases.
10.15 A.M. Letters may be posted on
payment of a Late Fee of 18 cents
extra postage until
11 A.M., when the Post Office Closes
entirely.

11.30 A.M. Letters (but Letters only)
addressed to the United Kingdom or
to Singapore may be posted on
payment of a Late Fee of 18 cents
extra postage.

11.50 A.M. Posting on Board ceases.
ALFRED LISTER,
Postmaster General.
General Post Office,
Hongkong, March 30, 1876. ap18

General Memoranda.

SATURDAY, April 1:—
3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer *Belgie* leaves for Yokohama
and San Francisco.

9 p.m.—Meeting of Zetland Lodge.
Normanby leaves for Cooktown and
Sydney on or about this date.

Warrants against undelivered Dividends,
Bonus or Interests on Victoria Fire
Insurance Co., to be presented before
this date.

SUNDAY, April 2:—
Daylight.—*Douglas* leaves for Swatow,
Amoy and Foochow.

MONDAY, April 3:—
Noon.—*Emeralda* leaves for Manila
(direct).

Goods per *Candia* undelivered after this
date subject to rent.

THURSDAY, April 6:—
Noon.—French Mail leaves for Ports of
Call and Europe.

Lord of the Isles leaves for San Francisco
on or about this date.

FRIDAY, April 7:—
Patroclus leaves for London on or about
this date.

WEDNESDAY, April 12:—
2 p.m.—*Quangse* leaves for San Francisco.

THURSDAY, April 13:—
Noon.—English Mail leaves for Ports
of Call and Europe.

SATURDAY, April 15:—
3 p.m.—American Mail leaves for Yoko-
hama and San Francisco.

SATURDAY, April 22:—
Claims against the Estate of Captain
Lawrence Young, deceased, must be
sent in on or before this date.

SUNDAY, April 30:—
Claims against the Estate of George Bartly
Falconer, deceased, must be sent in on
or before this date.

FRIDAY, June 30:—
Claims against the Estate of Diederich
Heinrich, Querino Antonio Gutierrez,
Martin Carroll, Dora Howard, and
Henry Roberts, deceased, must be
proved on or before this date.

MONDAY, July 31:—
Claims against the Estates of Gustav
Tobler, Edward Parker, Edward
Richard Handley, Kwong Tham, Lam
Kok Chong, Lee Ah Yon, Leung Sow
Fan, Man Ohn, and a Chinaman,
name unknown, No. 11, deceased, must
be proved on or before this date.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Thales* leaves for Bangkok.

Noon.—*Cyphrenes* leaves for Taiwanfoo
(direct).

Goods per *Iraouaddy* undelivered after
Noon, subject to rent and landing
charges.

Goods per *Emeralda* undelivered after
this date subject to rent.

Auctions.

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

TO ADVERTISERS.

It is requested that all advertisements be
sent, when practicable, by 4 p.m., to allow of
the early issue of the paper.

The publication of this issue commenced
at 7.35 p.m.

THE CHINA MAIL.

HONGKONG, THURSDAY, MARCH 30, 1876.

In all probability the new Merchant
Shipping Bill has now passed both
Houses of Parliament. The last mail
brought intelligence that the Bill had
been read a second time in the lower
House, and that it would be considered
in Committee on the following Thurs-
day. If one may judge from the
speeches in the House, both at the intro-
duction and at the second reading of the
Bill, and from the comments in the
Press on the subject, the Bill has been
received with a fair amount of favour.
So far as we can see, and, indeed, it was
admitted by the President of the Board
of Trade in introducing the measure, the
Bill is framed to a very considerable
extent on the lines of the temporary
Act passed last year. It adopts the
clauses in that Act for punishing ship-
owners for sending ships to sea in an
unseaworthy state, and the onus of
proving that a ship was sent to sea in a
seaworthy state will rest with the ship-
owner. Section 9 of the Act of 1875 is
also adopted. This section gives the
seaman a civil remedy for injury from
unseaworthiness, putting him within the
operation of Lord Campbell's Act, but
the liability of the owner is limited.
Upon the point of the detention of un-
seaworthy ships the Bill embodies the
provisions of the Act of 1876 for ap-
pointing officers with delegated power to
detain. There is, however, provided
in the new Bill an easier appeal for
shipowners against the decision of the
Board of Trade, substituting for the
existing tribunal of the County Court,
a Court of Survey, consisting of a Judge
and two assessors of the Board of Trade,
or of the local board of shipowners.
Sir Charles Adderley, in bringing for-
ward the Bill, detailed what he had done
during the recess for improving and ex-
tending the staff of the Surveyors. He
had placed a consultative body of Survey-
ors in London, in addition to the district
survey staff, had put principal officers
over ten districts which embraced the
whole of the United Kingdom, and
had weeded out the ineffective of the
staff generally. The grain-cargo clauses
are contained in the new Bill, but in
regard to deck cargoes, a sort of compro-
mise has been effected. Various propo-
sals have been made for checking unneces-

sary deck cargoes. One was that they
should be prohibited altogether, another
that no deck-load should be allowed ex-
cept under license from the Board of
Trade, and a third that extra port dues
should be levied on all deck-loaded ships.
The Bill adopts none of these proposals.
It provides that certain deck cargoes,
such as cattle, meat, and several things
which evidently must be carried upon
deck, shall be exempt from the opera-
tions of the Act, but all other kinds of
deck cargoes are to be discouraged by
measuring the space they occupy, and
adding it to the measurement of the
ship's tonnage. Coasters are excluded.
The deck-cargo clause in the dropped Bill
of last session is also inserted as a pre-
cautionary measure. It merely renders
it imperative on every owner who clears
a deck cargo to insert in the log the
quantity and quality of such cargo. The
next clauses of the Bill relate to the load-
line, and they make permanent the 5th
and 6th sections of the temporary Act of
1875; thus each owner is compelled to
fix his own load-line. To conduct en-
quiries in regard to wrecks, the Bill
takes up the suggestion of the Royal
Commissioners to appoint a superior class
of Judges for these duties, and provides
that three such Judges shall be appoint-
ed, but only one is to be appointed in
the first instance. They are to be called
"Wreck Commissioners."

In its con-
cluding clauses, the Bill authorizes grants
out of the surpluses of the shipping
office fees—which fees are expected to
become greater than they are—in aid of
school ships established for the training
of boys of respectable parents who have
not been committed by a magistrate, and
who, after training, pass a satisfactory
examination. The last provision in the
Bill provides for a certificate as to the
health of the crews, shipmasters being
rendered liable to produce, when called
upon, such a certificate.

The most questionable clause in the
Bill appears to us to be the one relating
to the load-line. It will be observed
that the clause upon this subject in the
temporary Act of last year is to be
adopted, and that the load-line is to be
fixed by the ship-owner himself. No
doubt the presence of this clause in the
Act of 1876 has done some amount of
good, but we cannot admit that it is a
strong preventive to over-loading. All
shipowners are not able to judge of the
carrying capacity of their vessels, and we
may expect no end of differences of opi-
nion among them in fixing their load-
lines. But what is more important, they
can fix the load-line where they please—
on the bulwarks if they like, and, in
fact, some shipowners at Liverpool did
endeavour to show their contempt for
this clause in the temporary Act by plac-
ing the load-line absurdly near the
bulwarks. The difficulties attending upon
a settlement of the load-line question are
very great, but we are unwilling to ad-
mit that the solution of them afforded by
the Government Bill is the best. The
proposition that some thoroughly compe-
tent men should be appointed to deter-
mine the maximum load-line of vessels
is well worth consideration. Owners
would surely be content to go upon the
judgment of such men, for there is no
reason for supposing they would be
biased in their judgment in any way,
and for the matter of that, if the ship-
owner were not satisfied with the load-
line as fixed, there might be afforded an
easy means of appeals against it. Of
course, if the Government undertook the
fixing of the load-line, the shipowners
would be relieved of some responsibility,
and there appears to be a strong objec-
tion to take any responsibility from their
shoulders.

The Bill may undergo some important
alterations in Committee, as the House
have, so far, only agreed to its principle.
Mr Pimms evidently contemplates some
amendments. In his opinion the mea-
sure falls "lamentably short of what
would be required in order to bring
about a satisfactory settlement of the
question."

Whatever may be the ultimate form
of the Bill, however, it must be conceded
that the shipowners have met the whole
matter in a fair and proper spirit. Mr
Pimms certainly did introduce a little
of the sensational element into the ques-
tion in its earlier stages, and the ship-
owners naturally became somewhat re-
sistant, but generally speaking the public
have little to complain of,

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, THURSDAY, 30th MARCH, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusive of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

- Section.
1. From Green Island to the Gas Works.
 2. From Gas Works to the Novelty Iron Works.
 3. From Novelty Iron Works to the Harbour Master's Office.
 4. From Harbour Master's to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
 6. From Peddar's Wharf to the Naval Yard.
 7. From Naval Yard to the Pier.
 8. From Pier to East Point.

Vessel's Name.	Length.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Altona	3 k	Muller	Ger. str.	1179	Mar. 23	Wm. Pustau & Co.	Saigon	{ With Mails Y'hama and S. F'isco Y'hama and Higo Cooktown & Sydney Taiwanfoo Coast Ports Saigon
Belgio	3 h	Metcalfe	Brit. str.	1716	Mar. 20	P. M. S. S. Co.		
Candia	5 c	Thompson	Brit. str.	1342	Mar. 27	Jardine, Matheson & Co.		
Cheviot	2 h	Watt	Brit. str.	764	Mar. 19	Landstein & Co.		
Cyphrenes	5 h	Wood	Brit. str.	1280	Mar. 20	Adamson, Bell & Co.		To-morrow
Douglas	5 h	Burnie	Brit. str.	864	Mar. 30	Douglas, Lapraik & Co.		2nd prox.
Genoa	4 k	Corrigan	Brit. str.	1216	Mar. 25	Jardine, Matheson & Co.		
Glamis Castle	4 k	Dickie	Brit. str.	1539	Mar. 29	Adamson, Bell & Co.		
Killarney	4 h	O'Neill	Brit. str.	1060	Mar. 25	Landstein & Co.		
Lord of the Isles	2 c	Cowie	Brit. str.	1846	Mar. 22	Russell & Co.	San Francisco	
Malacca	4 k	Shellard	Brit. str.	1046	Mar. 28	P. & O. S. N. Co.	Yokohama	With Mails
Montgomeryshire	4 h	Sturrock	Brit. str.	1146	Mar. 29	H. Kier		
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Aug. Heard & Co.	.....	Laid up
Rajah	.....	Hansen	Brit. str.	359	Mar. 22	Hop Hing	Swatow	McD.'s Slip
Rajawattianuhar	5 c	Hopkins	Brit. str.	933	Mar. 23	Yuen Fat Hong	Bangkok	To-morrow
Thales	5 c	Coles	Brit. str.	820	Mar. 29	Jardine, Matheson & Co.	Bangkok	at daylight
Verice	4 h	Watson	Brit. str.	1270	Mar. 29	Jardine, Matheson & Co.	.....
Yotlung	2 h	.....	Brit. str.	324	June 8	Kwok Acheong	.....	Repairing
Sailing Vessels								
Alden Bease	7 c	Noyes	Amer. bk.	842	Mar. 10	Rozario & Co.	Honolulu & S. F'co	
Annie Gray	4 c	Moore	Brit. sh.	727	Mar. 9	Rozario & Co.	Vancouver's Island	
August	3 k	Rijs	Ger. bg.	274	Mar. 3	Eduard Schellhass & Co.	Tientsin	
Bua Cao	2 h	Lange	Siam. bk.	340	Mar. 7	Chinese		
Charter Oak	4 c	Smith	Amer. sh.	963	Nov. 11	Vogel, Hagedorn & Co.	New York	
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order	.....	Repairing
Colombo	2 c	Heuer	Brit. bk.	364	Feb. 8	Russell & Co.	Honolulu	
Edward James	4 c	Forbes	Amer. bk.	529	Mar. 16	Rozario & Co.	Portland (Oregon)	
Eleanor	3 k	Jobson	Brit. bk.	433	Mar. 28	H. Kier		
F. H. Draws	7 c	Vorsatz	Ger. bk.	630	Mar. 28	Wm. Pustau & Co.		
Fanny	8 c	Rousal	Fch. sh.	1138	Mar. 8	Landstein & Co.	Bangkok	
Forward	3 c	Strachan	Brit. bk.	748	Mar. 8	Rozario & Co.	Vancouver's Island	
Franz	7 c	Hildebrandt	Brit. sch.	148	Dec. 18	Frazar & Co.	Formosa	
Garibaldi	4 h	Noyes	Amer. bk.	670	Dec. 17	Rozario & Co.	Portland (Oregon)	To-morrow
James Vinicombe	.....	McPherson	Brit. sh.	638	Feb. 4	Borneo Company	Takao	Co'stan Dock
Johann Smidt	7 c	Bohkar	Ger. bk.	434	Mar. 20	Wieler & Co.		
Jonathan Chase	5 k	Curtis	Amer. bk.	693	Mar. 20	Vogel, Hagedorn & Co.	San Francisco	
Lathley Rich	3 c	Lewis	Amer. sh.	1327	Feb. 21	Vogel, Hagedorn & Co.	San Francisco	
Margarite	7 h	Owens	Brit. sh.	864	Mar. 17	Vogel, Hagedorn & Co.	San Francisco	
Mary Whitridge	3 c	Cutler	Amer. sh.	862	Mar. 16	Russell & Co.	San Francisco	
Memento	8 h	Ruwald	Brit. bk.	464	Mar. 10	Arnhold, Karberg & Co.	Bangkok	
Montego	4 k	Griffiths	Brit. bk.	316	Mar. 26	Eduard Schellhass & Co.	Newchwang	
Nicoline	4 c	Ahlmann	Ger. bk.	320	Feb. 14	Arnhold, Karberg & Co.	Hamburg	
Nightingale	3 c	Palmer	Amer. sh.	722	Mar. 17	Russell & Co.	San Francisco	
Noemi	8 k	Aucam	Fch. bk.	347	Mar. 28	Carlowitz & Co.		
Northampton	7 h	Barclay	Brit. sh.	1161	Mar. 4	Adamson, Bell & Co.		
Pallas	2 h	Ballehr	Ger. bk.	421	Mar. 26	Siemssen & Co.	Tientsin	
Samuel G. Reed	3 c	White	Amer. sh.	650	Dec. 18	Vogel, Hagedorn & Co.	Portland (Oregon)	4th April
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.	San Francisco	
Union	4 c	Mericaechevarria	Span. sch.	152	Mar. 4	Remedios & Co.	Yloilo via Manila	
Villa de Rivadavia	4 c	Camus	Span. bg.	261	Mar. 17	Brandao & Co.		
Wm. Phillips	7 c	Heley	Amer. sch.	593	Mar. 10	Eduard Schellhass & Co.	Bangkok	
WEAMPOA								
Formosa	.....	Schweer	Ger. bk.	282	Mar. 23	Melchers & Co.	Tientsin	
Haze	.....	Wilkinson	Amer. sh.	634	Mar. 2	Vogel, Hagedorn & Co.	New York	
Ino	.....	Bannan	Ger. bk.	353	Mar. 15	Siemssen & Co.	Tientsin	
Irene	.....	Hansen	Ger. sch.	276	Mar. 23	Carlowitz & Co.	Tientsin	
Marion	.....	Howes	Amer. sch.	366	Mar. 24	Arnhold, Karberg & Co.	Tientsin	
CANTON								
Ningpo	.....	Rayner	Brit. str.	761	Mar. 23	Siemssen & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Ariadne	6 c	German	corvette	1400	.....	.....	Mar. 14	Kühne
Audacious	6 h	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Flamer	4 k	British	aux. naval hospital	.....	.....	.....	.....	D. M. Insp. Gen. Morgan
Frolic	6 h	British	gun vessel	462	4	100	.....	C. E. Buckle
Kestrel	6 h	British	gun vessel	462	4	100	Mar. 15	C. B. Theobald
Meeanee	6 k	British	military hospital	2591	.....	.....	.....	Capt. Becker
Palos	6 c	American	gunboat	306	.....	.....	Mar. 23	W. R. Bridgeman
Thistle	6 h	British	gun vessel	464	.....	.....	Feb. 27	Francis Stirling
Victor Emmanuel	6 h	British	Commodore's flag ship	3087	2	.....	.....	Commodore Parish
Vigilant	6 h	British	despatch vessel	650	2	250	Mar. 25	H. C. D. Ryder
At Canton								
Egeria	.....	British	steam sloop	727	4	120	Mar. 20	W. F. Castle

FOOCHOW SHIPPING IN PORT.

Mar. 26, 1876.

Chun Sheng	British steamer	for Hongkong
*Douglas	British steamer	for Hongkong
Fu Sheng	British steamer	for Hongkong
Fuyew	British steamer	for Hongkong
Gesiena	British gunboat	for Shanghai
Midge	British gunboat	for Shanghai
Southern Queen	British barque	for Nagasaki
Vsadnick (Russ. cor.)	for Nagasaki	

SHANGHAI SHIPPING IN HARBOUR.

Mar. 24, 1876.

Aden	Chinese
Fire Queen	American
Foochow	British
Formosa	British

FOOCHOW SHIPPING IN PORT.

Mar. 26, 1876.

Geelong	British
Gunkai Maru	Japanese
Gienearn	British
*Hankow	British
Honan	American
Hoogly	French
Howsang	Chinese
Hupoh	American
*Ningpo	British
Patrolus	British
Plymouth Rock	American
Quang-se	British
Shingking	American
Szechuen	American
*Teheran	British
Tunain	British

* Since left port, or arrived at Hongkong.

MERCHANT SAILING VESSELS.

Adele	American schooner
Anguste Reimers	German schooner
Ceres	British barque
Ellen Browne	British barque
Freetrader	British schooner
Kronprindsessen	Danish barque
Madame Demorest	British barque
Titania	for New York
Uranus	Norw. brig
Windhover	British ship
MEN-OF-WAR.	
*Ashuelot	American corvette
*Kearsarge	American corvette
La Clocheterie	French corvette
Monocacy	American corvette
Tennessee	American corvette
Thalia	British corvette
*Yantic	American gun vessel

humane deed, they will receive a reward from the Government.

The *Chung Ngai San Po* says the Russians have discovered coal mines in the island of Saghalien, which has been lately exchanged to them by the Japanese for the Kurile group. The Russians are now taking measures to open these mines, and the coal turned up is said to be of a better quality than that produced in other countries. It observes that precious things are to be found in the earth, and it remains for the people to unearth them. Saghalien had been in the possession of Japan and was looked upon by her as mere waste land, but the moment it came into the hands of the Russians, they turned it to good account. Minerals of all kinds abound in China, yet no efforts are made to exhume them, simply because of superstitious beliefs. Have not, then, the minerals reasonable cause to complain that they are doomed to lie underneath the earth for ever? Though attempts are made to open the mines of Tsz-chow, they are only experiments on a small scale. If the veins are properly worked, the coal produced will no doubt be found to be of a superior quality to that found in Western countries. If China possesses such resources, why should she be so poor? Why should those in power need ever be in anxiety about the poverty of the people or the exhaustion of the exchequer?

The *Universal Circulating Herald* professes to give what is said to be the Queen's speech at the opening of Parliament. She is represented to have said, in reference to the Margary affair, that there was no intention on the part of China to place obstacles in the way of the late Mr. Margary, but that the ignorant people of China, seeing a man attired in a strange dress and speaking a strange language, became alarmed, and caused the mischief. That, judging from circumstances, she believed China meant to be friendly, so as to enjoy the blessing of peace granted by Heaven. That she had already an officer to associate himself in the Commission of enquiry, and no doubt the guilty parties would be brought to justice. Referring to the slavery question, she is made to say that England, responding to the good-will of Heaven and compassionating the sufferings of the people, had, without regard to the expenditure of a very large sum, ransomed the negro slaves, and she thought, ought to commend itself to the whole world. But people now-a-days are not so honestly disposed as the ancients, and all sorts of inveigling are now practised. She had heard that some evil-disposed men in China, under the guise of emigration to foreign countries, conspired together to do evil, either in supplying capital to get honest men allured, or in the use of deceit to kidnap the ignorant, so that when once fallen into the snare, they would be separated from their parents, their wives, and their children; and that although these men were living, it was like death to them. Such conduct was indeed abominable. Moreover, men of wealth and of power were often hearless enough to practise such deeds, while dishonest officials afforded them protection. Such a state of things was indeed a sore affliction to her government. Therefore, means should be devised to eradicate the evil, not only in British possessions, but throughout the world. Thus the kindness and benevolence of her Government would be seen. Greater power should be conferred on her naval officers in charge of stations, and enquiry should be made into the treaties with the different countries to see if, according to international usages, such practices could be put down or not. The article concludes with some complimentary remarks on the benevolent intentions of the Queen.

LOCAL AND GENERAL.

H.M.S. *Juno*, arrived at Aden on the 22nd February, and was, on 20th inst., expected daily at Singapore.

We have to acknowledge receipt of the Report of the Medical Missionary Society in China for 1876, which we shall notice later on.

The rainy weather in Canton seems to be worse than here, and the provincial authorities contemplate offering up prayers to the God of Rain for a cessation.

The disturbances on the Russian landline of the Great Northern Telegraph Company have been repaired and messages are going through without delay.

By the *Straits Times* we learn that another lot of horses, eleven in number landed from Champion Bay, Western Australia, were disposed of at Singapore by public auction, realizing on an average \$235 each.

The agent of Pacific Mail S.S. Co. informs us that the Co.'s str. *Colorado*, with the mails from San Francisco March 1st, has arrived at Yokohama, and will be despatched for this port to-day, 30th inst.

A TELEGRAM has been received at Singapore to the effect that the M. M. steamer *Sindh*, bringing the home mails of 25th February, was to leave Galle on the 22nd, having been detained there waiting for the Calcutta steamer, and consequently she may not arrive at Singapore before the 28th inst.

A CRICKET match will be played on Friday and Saturday, weather permitting, commencing at 2 p.m. on Friday between the Club and the officers of the Garrison. The Band of H. M. 28th Regt. will, with the kind permission of the Col. and officers, be in attendance on Saturday. This is probably the last match of the season.

THE Flying Squadron, which had been lying in Singapore Roads for eight or nine days, left that port on the afternoon of the 21st for the North. No mention is made of their calling at any port previous to their coming to Hongkong.—The French corvette *Montcalm* left Singapore for France, via Suez Canal, on the same day. Her relief, the corvette *Atalante*, Capt. Cailliet, arrived at Singapore on the 20th; she bears the flag of Rear-Admiral Veron, the new Commander-in-chief in these seas.

At the Marine Court to-day John Campbell and Peter Greig (2nd and 3rd engineers of the steamer *Candia*) were charged by Robert Thompson, the master, with drunkenness and disorderly conduct on board the steamer last night at 11 o'clock. He said they had used very abusive language to him and when he told them to go forward they shook their fists at him, he was forced to seize a belaying pin to protect himself. He called the Police boat and gave them in charge. P. O. Smith (No. 31) said he took them in charge; Greig was very troublesome and he had to call for extra assistance to get them to the Chop. They were both in liquor.—Campbell said he did not abuse the Captain until he struck him, and he went to the Chop to prefer a charge against the Captain. The constable denied this and said it was not until the Chop was reached that he said anything about this. Greig made no defence and was fined \$4 for getting drunk and obstructing the police. Campbell was fined \$1 for drunkenness.

A FIRE occurred in the Imperial Temple of Canton on the afternoon of the 24th inst. This temple is the "Man Sow Kung" 萬壽宮, and is dedicated to the Worship of imperial tablets or to the celebration of Imperial festivities in the shape of birthdays of deceased as well as existing Emperors and Empresses. This building is situated outside Ming Man gate, close to the provincial Temple of Confucius. The fire, which occurred about 3 o'clock, was caused by some joss-stick becoming ignited when exposed to dry by fire. It appears that the keeper of the Temple clandestinely lets a portion of the two wings of the porch to some joss-stick manufacturers, and some shoe-makers. The recent wet weather rendered it necessary for the joss-sticks and the felt used in the manufacture of shoes, to be dried by fire. As the conflagration assumed a serious aspect, threatening to destroy the whole building, rain came on in torrents and assisted in materially subduing the flames, which had by this time destroyed the whole front of the Temple. The unfortunate keeper will, no doubt, have to explain why he let a portion of a Government building out to artisans.

RETURN of Visitors to the City Hall Library and Museum for the week ending March 20th, 1876:—

	European.	Chinese.
Thursday, Mar. 23rd,	60	297
Friday, 24th,	53	146
Saturday, 25th,	87	268
Sunday, 26th,	57	289
Monday, 27th,	20	152
Tuesday, 28th,	98	469
Wednesday, 29th,	95	343
Totals,	449	1675
Grand total, 2124.		

MESSRS HEDGECOCK & Co.'s Weekly Shipping Report, dated Pagoda Anchorage, 20th March, gives the following:—

Arrivals During the Week.—March 19, Kwangtung, from Hongkong; 19, Gensena, from Shanghai; 20, Europe, from Shanghai; 20, Yung Ching, from Shanghai; 22, Veadnick, from Amoy; 23, Douglas, from Hongkong; 24, Few Yew, from Shanghai. Departures During the Week.—March 18, Parana, for Shanghai; 18, Pallas, for Hongkong; 19, Yesso, for Hongkong; 21, Albert Victor, for Shanghai; 22, Yung Ching, for Chinkiang; 23, Kwangtung, for Hongkong; 24, Europe, for Shanghai. Shipping in Port.—Ohun Sheng, Midge, Southern Queen, Fu-Sheng, Gensena, Veadnick, Douglas, Few Yew.

LOSS OF THE "ORESTES."

The Ceylon papers give the following scanty particulars of the wreck at Galle of Mr. Holt's new steamer *Orestes*:—

Galle, Wednesday, March 8.—The str. *Orestes* from Liverpool for China struck on the Gintara rock, on coming into harbour for coals, at about 6 o'clock yesterday afternoon. The vessel sank at 8 o'clock in fourteen fathoms of water. She belongs to Alfred Holt, and this was her second voyage. The cargo is a general one and very valuable. Nothing was saved. There was one lady passenger on board, and she, with the crew, is ashore. The *Orestes* was one

month four days from Liverpool. Captain Bowley was on the bridge at the time of the accident. The engine room filled in five minutes. A steamer from the harbour went to help, but could render no assistance. The *Orestes* was a beautiful first-class steamer.

Galle, 8th March, 1876.—Yesterday evening the steamer *Orestes*, of Holt's Line, bound for China, whilst making this port with the intention of coaling, struck on the Gintara reef five miles distant but got off and steamed ahead. She was, however, so damaged that filling rapidly the water reached the engine room and put out the fires. By this time she had reached about abreast of the flag-staff and the steamer *Buccanar* went out of the harbour to her assistance. Every attempt was then made to tow her inside or beach her in a safe place, but ineffectually. She sank in the outer anchorage at half-past seven in about fifteen fathoms of water.

(Straits Times.)

The news from Herak, of the capture of Rajah Ismail, with the Regalia, may be pronounced the most satisfactory announcement made since the signing of the Pangkor Treaty. It may indeed be said to be the fulfilment of that Treaty, and to do away at once with the sole obstacle to its being practically put into operation and peacefully carried out. We congratulate Sir William Jervois upon this successful stroke of state policy which seems to have been entirely accomplished by the skilful arrangements devised and persistently carried out by His Excellency since the taking of Blanja about three months ago. With the Regalia in his possession, and with this old Rajah Ismail away from the evil counsels of the turbulent and treacherous chiefs who have led him so far astray from his duty to his lawful sovereign, to his family and to himself, the Governor may reasonably consider that the Perak nut has at last been satisfactorily cracked.

LATE TELEGRAMS.

The following telegrams from the *Straits Times* are somewhat fuller than those to hand by last mail:—

London, 6th March.—The *Times*, to-day, reviewing some of the Prince of Wales in India considers that the time has arrived to associate the leaders of Indian life in the practical work of administration. The loyalty and generosity which have been displayed by the Indian Chiefs are a proof of the acceptance of English Rule, and it is necessary to take advantage of this feeling in order to identify ourselves with the natives, and the natives with ourselves. Don Carlos has arrived in London, and still maintains the rights for which he has been combating in Spain.

7th March.—In the House of Commons, Sir Henry D. Wolff gave notice that, on the 17th inst., he should move for an address to Her Majesty asking that steps be taken to obtain neutrality in the control of the Suez Canal under international guarantees.—The Empress of Austria has arrived in London.—The Queen opened yesterday, in person, the new wing of London Hospital. The route was thronged with spectators, and Her Majesty's reception was everywhere cordial.

7th March.—In the House of Commons last night, Mr. Disraeli, replying to a question, informed the House that Government declined to nominate a Commissioner to assist in the Egyptian National Bank, but should the proposal be made to appoint a Commissioner to receive the Egyptian revenue and apply it to the redemption of the existing debt, Government might consider the expediency of making the appointment.—The Duke and Duchess of Edinburgh have left London for St. Petersburg.—General Schenck has returned to America with a view to defending his conduct regarding the Emma Mine affair. Mr. Charles Anderson Dana, of Hindustan, New Hampshire, has accepted the appointment in succession to the General.

8th March.—Replying to a question of Mr. Samuelson in the House of Commons, last night, Mr. Disraeli said that at present he was not prepared to state what the new title of Her Majesty would be. The press, commenting thereon this morning, blame the Prime Minister's reticence.—Mr. Lange is generally commended for the publication of letters which he addressed to Earl Granville in 1871, on matters connected with the Suez Canal.

9th March.—The Prime Minister this evening announced to the House of Commons that the additional title Her Majesty the Queen would take was that of "Empress of India." After some discussion Mr. Samuelson moved for an adjournment of the debate. Mr. Gladstone objected to the title on the ground that it might affect the status of the independent Princes of India. Ultimately Mr. Samuelson's motion was rejected by 284 against 31 votes, and the bill was read a second time.

Police Intelligence.

(Before the Hon. C. May.)

30th March, 1876.

DISORDERLY CONDUCT.

James Grace, a seaman now boarding at the Salford's Home, was charged with being drunk and behaving in a disorderly manner in the Home. He came into the bar when half-drunk, and called for a drink. This was refused him and he abused the manager, Mr. Schuster. Fined \$2.

AN OLD OFFENDER.

Wong Afong, a hawker, was arrested for stealing a fowl belonging to a woman at Sai-yuen-poon. The defendant had been three times before convicted of petty thefts. Six months' hard labour, at the expiration thereof to find security in \$50 for twelve months, in default, to be brought to the notice of the Governor for deportation.

A JUVENILE THIEF.

Leong Ahng, boat boy, was caught in the act of removing some pieces of brass from a boat at Sai-yuen-poon. The youngster was sent to ten days' solitary confinement on rice and water, and to be thrice flogged with a rattan on the breech ten strokes each time.

Another youngster was found in possession of some canvas for which he could not account. Fined \$1 or 24 hours' solitary confinement, for unlawful possession.

DEPORTATION.

William Skillen, and Charles Klimoko, seamen on board H. M. S. *Audacious*, were

charged with having gone ashore without leave. A descriptive list was sent to the Police, and the defendants were arrested in a brothel. The defendants were ordered to be taken back to their ship.

DISORDERLY.

Johann Korster, second officer on board the British ship *Sydenham*, was charged by a chair-cooler with refusing to pay chairhire, and when asked to do so, with having struck the cooler. The defendant said he had been drinking too much. He had some money in his pocket, and he thought the chair-cooler was trying to rob him. Fined \$1 and to pay 20 cents amends.

UNLICENSED SALE OF SHAMSHU.

Tsang Asoo, a shop-keeper at Yow-mat, was arrested on a warrant, issued at the instance of P. O. No. 76, Westron, for selling shamshu without license. Some jars of this intoxicating liquid were found in the shop. Fined \$50, and \$5 out of it was to be awarded to the Constable.

A FALSE CHARGE.

Yueng Asoo, a trader, was charged by Chang Akwa with having kidnapped a cousin of his and sent him to Singapore. The assertion turned out, however, to be entirely false, as even according to the complainant's own showing, his cousin went of his own accord, he having spoken to his cousin at the Harbour Master's Office and warned him of being kidnapped. His cousin, who was 30 years of age, replied that he had no suspicion. To this the complainant rejoined thus: "If you want to go, I can't help it." Subsequently, the defendant was met in the street and the complainant tried to get some money out of him. The demand was refused, a quarrel ensued and both were taken to the station for fighting. Inspector Batten had them made into complainant and defendant, and in this form the case came before the magistrate. Mr. Russell discharged the defendant and fined the complainant \$10 for making a malicious false charge.

CORRESPONDENCE.

STORM SIGNALS.

To the Editor of the "CHINA MAIL."

Hongkong, March 30, 1876.

Sir,—I am much obliged for the particulars given by "One who has come from Madras" relating to the practice of storm signalling at that place, and I am glad to learn that the information received by me from others is not questioned. I can quite understand that the gentleman who has charge of the department is fallible, and I admit that one drawback to the adoption of a similar institution in this benighted place, is the fear that needless false alarms will be given and great inconvenience be thereby caused. As regards vessels being wrecked at Madras, what attempts to obey the order "out and slip" such accidents are inevitable at times owing to the wind almost invariably blowing on shore, and they will often perhaps be found to arise from insufficient time having been given by the authorities; for it cannot be disputed, I imagine, that ships are safer at sea when a storm is blowing, than in an open roadstead subject to sea and wind as mentioned. Such a signal as "out and slip" would not be wanted here as a vessel would be safer inside the harbour than outside. My contention is that this place is not made so secure as it should be, because too great reliance is placed on the ability of Captains to understand the nature &c., of a typhoon, when it may be they have fortunately never seen one. One of the steamers to which I referred in my former letter, came into port at about 6 p.m. on the 23rd September, anchored within a stone's throw of another steamer, and then blew off steam, although a typhoon was approaching beyond a shadow of a doubt and known to be so at that time. I repeat what I asserted before, that had one or both vessels had warning and been ordered or advised to have steam up or to proceed to some other spot, the foundering of both would in all probability have been averted. Sailing vessels, however, require different treatment, which need not be discussed.

I am, Sir, Yours faithfully,

LANDSMAN.

China.

FOOCHOW.

(Herald, March 23.)

The entertainment given on Thursday evening last by the crew of H. M. S. *Midge*, in aid of the Seamen's Hospital, was of an excellent character, and, notwithstanding the bad conduct of the weather clerk, attracted a large and very appreciative audience. The performance commenced with a most laughable farce entitled "Should This Meet The Eye," in which the principal characters were sustained by our old friends Messrs F. Atherton, McCauley, Dilly, and Lynch. Then followed the Chiraty Minstrels with a very complete and varied programme of songs and dances, some of which were extremely well rendered and deservedly cheered. Judging from the success which attended this inaugural performance we may safely predict further triumphs for the *Midge* Minstrels. A farce, entitled "Turn Him Out" brought the evening's entertainment to a conclusion. This piece was somewhat tame and a little too noisy, but the actors, one and all, did their utmost to carry it through. Messrs Cook, Martin, Belford, Lynch, and Savage sustained the different parts, with great credit; and in Mr. Belford we were glad to discover a most valuable addition to the corps.

The Russian corvette *Isadnick* arrived yesterday at Pagoda Anchorage. Her stay in port will, we understand, be of short duration.

It is reported that H. B. M. S. *Midge* Thistle at an early date. We understand that the *Midge* will proceed to Japan so soon as her relief arrives.

A great amount of activity is reported from the City Arsenal. Large quantities of lead and old iron have been conveyed to the workshops during the past ten days.

We understand that the net proceeds of the entrance money to the entertainment given last week by the crew of H. B. M. S. *Midge*, in aid of the Seamen's Hospital, will amount to a more considerable sum than was at first expected.

About 160 piculs of Sugar, part of the unfortunate *Anna's* cargo, was sold at public auction yesterday. The Sugar was undamaged, and realised a full price. The sale was directed by the German Authorities, the property having been handed to

the Acting German Consul by the Provincial Government.

We are informed that five pupils from the Torpedo College proceed to Tientsin per S. S. *Europe* to-morrow morning, under the charge of Mr. Betts. The establishment itself is broken up and transferred to the northern port above named.—So we may congratulate ourselves upon getting rid of the infernal machines.

In our last issue we adverted to the settlement of the Telegraph difficulty. We are not informed in regard to the terms arrived at, but we understand that there is a great probability of the line to Amoy being constructed within twelve months. The Great Northern Company have agreed in the meantime to instruct forty native pupils in telegraphy at the expense of the Provincial Government; and we believe that the school will be opened immediately under the direction of Mr. Henningsen.

That great public establishment the Mamoot Arsenal was a few days ago the scene of a tragedy, the particulars of which are as follows. A Hunan soldier had been levying black-mail upon some shopkeepers after the fashion of his cloth, and happening to quarrel with a man who owed him a gambling debt of \$30, he stabbed him to death. The soldier was arrested, and after a short trial before the Arsenal Authorities, he was ordered to be decapitated at once. The sentence was promptly carried out, and we understand that the ruffian's head now graces the Arsenal compound.

The terrible Tint (Fata) has caused a considerable commotion amongst the natives, in consequence of an order prohibiting under pain of instant death, persons from entering the City after dusk. Hence it has been the custom to bribe the gatekeepers and thereby gain admission over the wall by means of ladders, a supply of which were available at each of the four gates. The incorruptible Tint appears, however, to disapprove of such proceedings, and rumour asserts that he has even gone the length of presenting himself at one of the gates in disguise, but, fortunately for the janitor, the ruse was unavailing. It is also asserted that the Fata's sweeping reforms have already led to more than one stormy interview with high officials. The Tint-ang-chu, or Foreign Board, is being completely reorganized; and scores of hangers-on are being dismissed from the gubernatorial Yamen.

The time-honoured celebration of St. Patrick's Day needs no justification at our hands. Whoever the English tongue is spoken there are to be found men who mark the 17th March as a red-letter day in their calendar. And we are glad to say that the Irish residents at this port form no exception to the general rule. With all their faults Irishmen possess at least due virtue and that is a love of country which neither time nor circumstances can eradicate, and which the chequered history of their race fully justifies. The party which assembled last Friday at the residence of a well-known and deservedly popular resident did full honor to the occasion, and rarely indeed has the worthy old Saint's memory been more highly honored. The venerable figure of the glorious old Saint appeared, not in the proverbial battered hat and dilapidated unmentionables, but in the flowing robes of a confederate—showing beyond a possibility of contradiction the broad and expansive theological views which the respectable old gentleman endeavored during his life to inculcate.

A trial trip of the gunboats *Pu Sheng* and *Chien Sheng* took place on Friday last. Both vessels started from Pagoda Anchorage at about 11 a.m. and anchored at Sharp Peak—awaiting a Chinese gunboat which conveyed a party of native officers and European employees of the Arsenal to witness the firing of the guns, which rumour had previously told them would be impossible without shaking the boats to pieces and causing every one on board to be drowned. However, the Chinese gunboat being present, no doubt to pick up the unfortunate in case of such a catastrophe occurring, the Chinese deputies, with their European companions, ventured on board, though among the Chinese could be seen not a few rather uneasy faces until after the first gun was fired. The *Pu Sheng* fired 6 rounds of shell and 70 lbs. of powder, with a charge of 44 and 70 lbs. of powder, and made some excellent practice. The same was the case with the *Chien Sheng* from whose gun 4 rounds were fired. Although these guns are ponderous, in comparison with the boats, they did not shake the craft to any perceptible degree the recoil being very trifling. Altogether the trip was a successful one and must have disabused the Chinese mind of the false and foolish stories propagated by ignorant busy-bodies, and, unfortunately, too readily believed by equally ignorant officials. The handsome of the vessels was shown by the *Pu Sheng* making a complete circle in her own length in 2' 48", in spite of her not having full steam up at the time. The speed of the vessels could not, unfortunately, be tried, as they were both 6 inches too deep by the head—having at least 150 surplus rounds of shot and shell on board, and were besides burning bad Formosa coals. However, in the official trial certificate which we have seen, the boats made 8½ knots per hour, and by log they often attained a speed of 9 knots while coming out from England. The engines of both boats worked excellently and are of the best workmanship. Built by Messrs Laird Brothers of Birkenhead they surpass any effort yet made by the foreign employees of the Chinese Government to turn out serviceable and cheap war vessels.

TRADE WITH SIAM.

The *Siam Advertiser* issues of the 13th and 27th January contain the official returns furnished by Mr. B. Saksanan, Commissioner of Customs of the Imports and Exports of Siam for the year 1875.

The following is a condensed table of the Imports and Exports and with the other tables annexed shows the importance of Bangkok as an outlet to this market. The figures further afford a striking proof of the enterprise and energy of the Chinese merchants and traders of this port, the whole trade with Bangkok being almost entirely in their hands.

	Imports.	Exports.
Singapore	\$4,180,987	\$2,682,863
Hongkong	1,455,546	2,030,702
China	161,550	286,383
Europe	847,382	702,863
Java	51,097	548,774
Coast	183,278	219,644
Grand Total	\$6,888,230	\$5,442,240

There appears to have been no imports from America, but the sum of \$702,883 put down as the value of exports to Europe includes the exports to America, of which however no particular specification is given. This amount consisted mainly of Rice, with Teel-seed, Pepper, Sapanwood, and Teak planks.

It will be seen that the Imports into Siam are principally from Singapore and Hongkong. The following table shows the principal articles of import from both places in order of value.

	From Singapore.	From Hongkong.
Treasure	\$1,435,652	Gold Leaf \$303,523
Chowls	551,357	Treasure 240,530
Opium	374,823	Silk p'egoods 191,264
W. Shirt'gs	275,845	Brass & Cop.
W. p'egoods	167,037	per Ware 88,993
Fig. Shirt'gs	169,001	Mat bags 81,718
Misc. p. goods	74,926	Silk Chowls 60,448
Liquor	73,683	Silk Crapes 49,752
Gunny bags	60,089	Rifles & Guns 39,143
Red Twist	57,555	Earthen Ware 31,637
White Twist	56,311	Medicine 25,558
Jewellery	49,574	Salt Garlic 34,903
Hardware	46,448	Fancy goods 24,226
Fancy goods	44,196	Silk Trowsers 23,729
Colored Twist	42,729	Crookery Ware 22,182
Fig. Shirts'gs	39,090	Tobacco 20,027
Ship Chandlery	38,011	Fire Crackers 18,110
Machinery	37,093	Cloth boxes 17,651
Matches	36,643	Paper 17,213
Musketts	30,689	Joss sticks 17,119
Iron	28,079	Silver Ware 16,588
Coal	26,397	Joss paper 15,728
Betelnut	21,248	Hardware 15,243
Silk p'egoods	21,476	Gold paper 10,876
Bees' Wax	20,897	Limbs 10,854
Lamp Oil	20,797	Silk Thread 10,388
Tea	20,797	Silk Thread 10,388

Total 3,904,800 pls. value \$5,814,394

According to the Saigon Chamber of Commerce the export of Rice from that port in 1875 was 5,467,482 piculs.

The other exports from Bangkok are chiefly to Hongkong and Singapore, the former port being ahead in Rice only, and the principal articles are as follows:—

	Hongkong.	Singapore.
Mex. Dollars	\$301,898	Sugar \$178,056
Stokioe	213,768	Dried Muscels 76,114
Sugar	100,770	Sapanwood 67,814
Plasait	84,255	Pepper 65,982
Flanagan	63,680	Mex. Dollars 46,661
Buffalo Hides	62,385	Rosewood 42,182
Raw Silk	40,660	Tin 34,560
Tin	38,186	Agilla Wood 33,000
Dried Muscels	24,330	Buffalo Hides 32,176

According to the shipping returns during 1875, there entered into the port of Bangkok 395 vessels of the tonnage of 214,223 tons and with cargoes of the value of \$6,383,235, and the proportion between steamers and sailing vessels is shown by the following figures:—

No.	Tonnage	Value of Cargoes.
Sailing vessels	428	120,009 \$1,190,370
Steamers	170	214,223 5,192,865
There cleared from Bangkok during 1874, 584 vessels of the tonnage of 211,268 tons and with cargoes of the value of \$5,442,249, divided between steamers and sailing vessels as follows:		
No.	Tonnage	Value of Cargoes.
Sailing vessels	366	120,252 \$3,874,063
Steamers	168	211,268 4,568,186

These figures show the extent to which steamers have supplanted sailing vessels. The carrying trade of Siam, as regards foreign vessels, is principally under the British and German flags. Of sailing vessels entered in Bangkok in 1875, 84 were British and 55 German, and of steamers 125 were British and 11 German. Of sailing vessels cleared, 80 were British and 54 German, and of steamers 125 were British and 12 German.—*Straits Times*.

Quotations.

HONGKONG, March 30, 1876.	
OPIMUM.—New Patna, cash,	615 a 620

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "BELGIC" will be despatched for San Francisco via Yokohama, on SATURDAY, the 1st April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of 31st instant. Parcel Packages will be received at the Office until 5 p.m. same day: all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.

Hongkong, March 1, 1876. apl

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE Next U. S. Mail Steamer will be despatched for San Francisco, via Yokohama, on SATURDAY, the 18th April, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.

Hongkong, March 15, 1876. ap15

To Let.

TO LET.

With Immediate Possession.

TWO Dwelling Houses and Offices, Nos. 14 and 16, Stanley Street, lately in the occupation of Messrs KAYNALL & Co.

The House No. 35, Wellington Street, lately in the occupation of Messrs ROSE & Co.

The Dwelling House No. 4, Alexandra Terrace.

The Store and Dwelling House, No. 31, Queen's Road, lately in the occupation of Miss GARRETT.

The House and Offices No. 3, D'Aguiar Street, lately in the occupation of Mr. F. DEGENAER.

(Also with occupation from 1st April next.)

The Bungalow No. 3, Old Bailey Street.

The Dwelling House No. 46, Peel Street, now in the occupation of Mr. HARTSHILL.

(And with occupation from 1st May next.)

The Dwelling House No. 1, Alexandra Terrace, at present in the occupation of Dr. STOUT.

DOUGLAS LAFRAIK & Co.

Hongkong, March 20, 1876.

TO BE LET.

A COMMODIOUS HOUSE in Queen's Road East, with Godown attached.

Rent \$25 per month.

Apply to PURDON & Co.

Hongkong, March 20, 1876.

TO LET.

With Possession on the 1st April.

THE Premises in Queen's Road Central, known as the "London Inn."

Apply to LANE, CRAWFORD & Co.

Hongkong, March 9, 1876.

TO LET.

FIRST Class STORAGE, GODOWNS, on the Praya.

Apply to TAYLOR & THOMPSON.

Hongkong, November 20, 1876.

TO LET.

HOUSE No. 5, Zetland Street.

House No. 2, Seymour Terrace.

House No. 8, Peddar's Hill.

DAVID SASSOON, SONS & Co.

Hongkong, March 4, 1876.

WASHING BOOKS.

(In English and Chinese.)

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.

CHINA MAIL OFFICE.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Underigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, and a Discount of 20% on the Premium.

EDWARD NORTON & Co., Agents.

Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS.

POLICIES granted on Marine Risks to all parts of the world at current rates.

This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co., Agents.

Hongkong, July 9, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods in Mats, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to \$1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBBERG & Co., Agents Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRY, Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Underigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER of His Majesty King George The First, A. D. 1720.

THE Underigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding \$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY, (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1875.

YANGTSE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.

Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Underigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of \$10,000 on any one first class risk, or to the extent of \$15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL, \$500,000.

THE Underigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.

Hongkong, September 6, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG LIMITED, IN LIQUIDATION.

NOTICE.

ALL Persons holding Warrants against unclaimed Dividends, Interest, or Bonus, are requested to present same for payment at the Hongkong and Shanghai Bank before the 1st April, 1876, otherwise their claims will not be recognised.

ADOLF ANDRE, Liquidator.

F. D. SASSOON, Liquidator.

Hongkong, December 20, 1875. apl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Underigned having been appointed Agent in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of \$10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for the quinquennial period then ending.

A. MACG. HEATON.

Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL \$3,000,000.

THE Underigned, AGENTS at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of \$10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELOHERS & Co., Agents, Royal Insurance Company.

Intimations.

IN CONSEQUENCE OF THE REDUCTION OF THE PRICE OF THE

"SHANGHAI COURIER AND CHINA GAZETTE"

IT WILL BE THE CHEAPEST DAILY PAPER IN CHINA and as a large

INCREASE OF CIRCULATION

MAY BE CONFIDENTLY ANTICIPATED, THE ADVANTAGE TO

ADVERTISERS IS OBVIOUS.

PILOTAGE.

VESSELS inward bound can secure Pilots from Reef Island, from this date.

Outward bound Vessels can secure FIRST CLASS PILOTS by applying to the Underigned at Praya Central, No. 29.

The Pilot-boat's Flag is No. 5 at the main-mast.

H. F. STUART.

Hongkong, April 5, 1875. ap5

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE Chinese Mail.

TWO cents a character for the first 100 characters, and one cent a character beyond the first 100, for first insertion, and half price for repetitions during the first week. Subsequent weeks' insertions will be charged only one half the amount of the first week's charge. Advertisements for half a year and longer will be allowed a deduction of 25 per cent. on the total amount, and contracts for more favourable terms can be made.

Efforts have been made to establish Agents for circulating the Chinese Mail in all the ports and in the interior of China, all the ports in Japan, in Saigon, Singapore, Penang, Calcutta, Batavia, Manila, the Philippines, Australia, San Francisco, Peru and other places which Chinese frequent. When the list of Agencies is completed, it will be published. Agents have been already established in most of the above places, and in important ports more than one agent has been appointed at each.

CHUN AYIN, Manager.

Hongkong, February 23, 1874.

Intimations.

COAL DEPOT.

COALS of every description supplied to Steamers by the Underigned. Orders may be left at the Godowns, Wanchi, with Mr. J. MAUGHROSE, or LEONG AN YON, KWONGHING, Praya.

LANDSTEIN & Co.

Hongkong, November 1, 1875. my1

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's day (February 17, 1874) the Chinese Mail will be issued DAILY instead of TWICE weekly as heretofore. No change, however, will be made in the price of subscription, which will remain at \$4 per annum.

The charges for advertisements are now assimilated to those of the Chinese Mail. The unusual success which has attended the Chinese Mail makes it an admirable medium for advertisers.

The Conductors guarantee an eventual circulation of one thousand copies. It is already the most influential native journal published, and enjoys considerable prestige at the Ports of China and Japan, and at Singapore, Penang, Calcutta, San Francisco and Australia.

For terms, &c., address

Ma CHUN AYIN, Manager.

China Mail Office, 17th February, 1874.

Now Ready.

THE CHINA REVIEW, Vol. IV, No. 4.

Annual Subscription, postage included, \$8.50.

CONTENTS.

Essays on the Chinese Language. The Folk-lore of China. Pao-ssze: The Cleopatra of China. An Introduction to a Retrospect of Forty Years of Foreign Intercourse with China.

One Page from Choo Foo-tze: The Expedition of the Mongols Against Java in 1293, A.D. The Wry-Necked Tree. Phallid Worship. Short Notices of New Books and Literary Intelligence.

Notes and Queries on Eastern Matters: Chinese Anti-Opium Associations. Publications of the Hongkong Corresponding Committee of the Relig. Tract Soc.

Hongkong School-book Committee. Chinese Wills. Chinese Breach-Loading Guns. History of the Maritime Provinces. Books Wanted, Exchanges, &c.

China Mail Office.

Hongkong, March 11, 1876.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has been very much extended. The following are some of its Agents:—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office, Luen Hing Street; Chui Heng Low Hotel, Luen Hing Street; Kwong Tin Fat Shop, Yan Tsai Street; Mr. Sit Chuen Fan, Tung Wen Kwan; Yuen Fong Shop, in front of the Provincial Treasurer's Yamen; How Yuen Shop, Small Market Street, New City; Yee Cheung Photograph Shop, Honam; Kwai Heung Shop, Sin Chooing, Honam.

Suaton.—Sui Cheong Hong; Woh Shun Loong Hong.

Amy.—Chin Cheong Hong, Mook Kek Street.

Foochow.—Mr. Yü Ching Cheong, Foochow Arsenal; Mr. Lum Kwok Ching, Maritime Customs.

Shanghai.—Mr. Ng Ching Shun, Maritime Customs; Mr. Ho Yue Chuen, Maritime Customs; Mr. Chun Sing Hoi, Messrs Jardine, Matheson & Co.; Mr. Kwong Chuen Kook, Educational Mission School; and Mow Sing Sang Kee shop.

Ningpo.—Mr. Sung Min Chee, Maritime Customs.

Hankow.—Yee Hing Hong.

Chefoo.—Yee Shun Hong.

Japan.—Mr. Leong Chun Tong, Municipal Office, Yokohama.

Saigon.—Wohang Hong.

Singapore.—Ting Kee Hong; Kwong Fook Sang Hong.

Penang.—Yow Wing Fong; Argus Office.

Calcutta.—Mow Sing Company.

San Francisco.—Kwong Fook Tai Hong.

The above are some of the Agencies; others will be published, when they are arranged for. Negotiations are in progress with the express couriers who carry the official despatches, and Peking Gazette, to circulate the Chinese Mail in the interior of China.

Hongkong, March 10, 1874.

F. KRUPP'S CAST STEEL WORKS, Essen (Germany.)

Sole Agent for China, F. FELL.

HONGKONG, SHANGHAI, CANTON (Germany.)

WANTED TO PURCHASE.

CHINA REVIEW: Complete Set of Vol. I. Six Dollars will be paid for the above.

Nos. 1 and 2, Vol. I. No. 1, (2 copies) and No. 2, (1 copy) Vol. II.

One Dollar will be given for each of the above Nos.

Apply to the Publishers, CHINA MAIL OFFICE.

HONGKONG MARKET PRICES.

Corrected to Saturday, Mar. 25, 1876. At 1100 Cash per Dollar Mexican.

Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 160 150

Beef, sirloin and prime cut, cy. 150 120

Beef Corned, " catty 120 100

" Roast, " 130 120

" Soup, " 70 60

" Steak, " 130 120

Bullocks' Brains, per set 50 40

" Tongue, fresh, each 250 200

" " corned, " 400 350

" Head, " 1000 700

" Heart, " 150 110

" Feet, " 60 50

" Kidneys, " 60 50

" Tail, " 120